

Chicago Railroad Fair



2nd
GREAT
YEAR

OFFICIAL GUIDE BOOK

and Program for the Pageant
'WHEELS a-ROLLING'

Price 35¢



The Chicago Railroad Fair



IS PRESENTED BY

The Atchison, Topeka & Santa Fe Railway System
The Baltimore and Ohio Railroad Company
The Boston and Maine Railroad
Burlington Lines
The Chesapeake and Ohio Railway Company
Chicago & Eastern Illinois Railroad
Chicago Great Western Railway
Chicago & Illinois Midland Railway Company
Chicago, Indianapolis & Louisville Railway Company—
Mason
Chicago, Milwaukee, St. Paul and Pacific Railroad
Company
Chicago and North Western Railway System
The Colorado & Wyoming Railway Company
Denver and Rio Grande Western Railroad
Detroit, Milwaukee & Iron Range Railway Company
Elgin, Joliet and Eastern Railway Company
Erie Railroad
Grand Trunk Railway System
Great Northern Railway Company
Green Bay & Western Lines
Gulf, Mobile and Ohio Railroad—The Alton Route

Illinois Central Railroad
Lake Superior & Ishpeming Railroad Company
Maine Central Railroad Company
Minneapolis & St. Louis Railway
The Monongahela Railway Company
New York Central System
Nickel Plate Road—The New York, Chicago and St. Louis
Railroad Company
Norfolk Southern Railway Company
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The Pittsburgh & West Virginia Railway Company
The Pullman Company
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A year ago, in The Chicago Railroad Fair of 1948, America celebrated completion of the first century of rail transportation west of Chicago. For the millions who thronged the Fair's 50 acres of stirring spectacles it was an opportunity to relive again in vivid realism those dramatic moments of the past when an infant people was fighting its way to its present position in the world.

Colorful exhibits, presented by the outstanding units of the railroad industry, retold the story of the most miraculous hundred years in man's history. In them were dramatized all the God-given foresight, unselfish devotion and dauntless courage that, in a period of only three generations, were to achieve the joining by steel rails of the previously loosely knit states of the infant East and the largely unknown empire of the Golden West into a compact, powerful, prosperous nation.

With The Chicago Railroad Fair of 1949, we leave that glorious past to take stock of our capacity to meet the even greater problems to be anticipated in the future. As, in the Fair's second year, we herald the start of a second century of rails into the sunset, we, at the same time, are forcibly reminded of the assets we have to meet our destiny.

Every exhibit this year has been devised to depict the wealth that is America's. In one there is portrayed the great strength and resources of the industrial East. Another reflects the beautiful plenty of the fertile Midwest. Others reproduce the beauty and play spots of the nation. While close beside are displayed the latest marvels in new trains and equipment. Interspersing them all is

convincing evidence of the basic part the railroads are ready to play in America's economic and social progress in the future as they have done so effectively in the years now closed.

Forceful as may be the Fair's significance in its historical and educational character and as convincing evidence of our economic affluence, its most unique appeal is the unlimited opportunity it affords for personal entertainment and enjoyment. In almost every aspect it is planned to enable the visitor to thrill to the novelty of actual, personal participation rather than to attend merely as a mildly interested spectator.

Rides on famous narrow gauge trains and the equally famed cable car, face to face chats with wrinkled Indian medicine men in a real Indian village, a venturesome walk down the street of a rip-roaring, old Western mining town, a chance to relax in typical Southern comfort in a delightful New Orleans courtyard or luscious dinners on the world's most famous railroad dining cars—you are urged to make the most of them all. Everywhere in the Fair's mile-long series of sparkling attractions the doorman made "Welcome."

For all its importance as a national centennial, The Chicago Railroad Fair is actually offered by its railroad sponsors primarily for only one purpose—for the pleasure of the American public in whose increasing interest and support American railroading and its allied industries have ever found a stimulation to continuously greater accomplishment.

Chicago Railroad Fair Presents 'Wheels a-Rolling'



INDIAN TRAVOIS



VOYAGEURS



Produced by LENOX B. LOHR

Assisted by B. M. MacMaster

Staged and directed by HELEN TIEKEN GERAGHTY

Assistant Director—

Earl J. Brisgal

Musical Director—

Isaac Van Grove

Choreographer—

Joan Woodruff

Costume Director—

Lurena Stone

Adapted from a pageant play by Edward Hungerford

Prologue

INDIAN TRAILS AND WATERWAYS—1673—Today, America is a nation on wheels—wheels that have rolled through wilderness and waste land, leaving in their tracks, a thousand cities, ten thousand towns. Yesterday, America was a boundless wilderness. The Indian knew the intricacies of its trails and waterways. By canoe, pirogue, the horse and crude travois he penetrated the great unknown. Father Marquette, Joliet and voyageurs reached the shores of Lake Michigan in 1673. They were the advance guard of transport, pushing the frontier westward.

LEFT: THE RAILROAD SURGES WESTWARD, UNDER PROTECTION OF THE UNITED STATES ARMY. RIGHT: THE DRIVING OF THE GOLDEN SPIKE CLIMAXES THE SPANNING OF A CONTINENT.



Scene 1

THE NATIONAL ROAD—1815—On the heels of the voyagers came the explorers, adventurers, and brave pioneers pressing ever further into the wilderness. Indian trails became roadways. Most important of these early turnpikes was the National Road. An army of wagons and travelers of all description moved westward. This first great inland route becomes an artery for a growing nation, pumping the throbbing spirit of a growing people westward toward the Mississippi.

Scene 2

THE IRON HORSE—1829-36—A new era of transportation appears. Steam becomes the new motive power. Able to cover greater distances, man lays down rails and the parade of the Iron Horse begins. First come the De Witt Clinton, the John Bull and the Best Friend of Charleston. The Tom Thumb races the Pioneer horse car, and the gray mare wins; but the mounting pace of steam locomotion cannot be long delayed. For, as the John Hancock, the Atlantic and the LaFayette add new records in the conquest of space, America's first railways begin to reach out across the nation.



TOM THUMB IN RACE



BEST FRIEND OF CHARLESTON



JOHN BULL



THE LAFAYETTE



DE WITT CLINTON AND COACHES



CONESTOGA WAGON



WELLS-FARGO STAGE COACH



PONY EXPRESS



CUMBERLAND VALLEY PIONEER

Scene 3

RAILS ACROSS THE PRAIRIE—1848-68—Closely pressing the voyageurs, adventurers and first settlers, come large groups of more substantial citizens. Villages and towns are founded. Modest homes, churches and schools arise from the prairie. Transportation over mud roads and treacherous streams gives way to short haul railroads. As they spread they form a network of rails permitting the transport of freight and passengers to previously isolated communities all over the Mississippi Valley.

Scene 4

WESTWARD HO! 1849—Gold! The whispering of a single word sets an entire land aflame. The westward trek begins. Countless caravans of covered wagons, crude carts and weary travelers press toward the setting sun. The Wells Fargo coach transports passengers and gold over thousands of miles of open plain and rugged mountains. The Pony Express, riding through wind and rain, blazing sun and bitter cold, carries the mail across the lawless Overland Trail.

Scene 5

LINCOLN 1860-65—The man whom Fate held in store to save the Union passes to speak his Farewell Address to his neighbors as he leaves Springfield, Illinois, for Washington. The mighty axle of the nation cracks! Five years later, Mister Lincoln returns—a martyred President on a Funeral Train—to live forever in the hearts of a free, united America.

Scene 6

SPANNING A CONTINENT—1866—The first bridge across the Mississippi has been built. Congress legislates our first trans-continental railroad into reality. Through the virgin lands of the Sioux, the Apaches and the Comanches, the railroad speeds its way westward. Builders of the railroads work in the face of Indian attacks which are driven off by U. S. Cavalry.



WESTWARD HO!



LAFAYETTE





HAND PUMP



HOSE CART



THREE HORSE FIRE ENGINE

Scene 7

PROMONTORY POINT—1869—This is the day, this the hour, for which the nation has waited these long years—May 10, 1869, at Promontory Point on the rim of the Great Salt Lake! From Omaha, across the plains of Nebraska and Wyoming comes the Union Pacific. From California, over mountain and gorge, races the Central Pacific to this common meeting point. Before cheering crowds, the golden spike is driven that completes the rail link across the continent. A union of east and west that will never be split asunder is born out of long cherished hope, foresight, courage, human sacrifice.

Scene 8

SANTA FE—1878—The Santa Fe stretches its ribbons of steel from eastern Kansas, south and west, across deep-bred deserts and sun-baked plains—beyond the Mesa Verde and the Sangre de Cristo range. As guitars play sweetly, Spanish señoritas, charros, padres, Navajos, prospectors, roustabouts and can-can girls await the arrival of the first train. Arriving travelers, popeyed as they behold the wonders of a new world, are served by pretty girls, who add a note of romance and refinement to the rough and tumble towns of the old Southwest. Once known only as a trader's route, beset by dangers at every turn, the railroad brings thrifty homesteaders to the old Southwest.

Scene 9

OPENING OF THE NORTHWEST—1878-88—From the fjords and farms and villages of northern Europe immigrants come to till the fertile lands in the great American Northwest. They join in taming the wilderness, in laying the foundation of a great nation. Farmer, lumberjack, and pioneer of American industry take their places in the common destiny.



THE HOLDUP



PONDER 2010R-1104



UNION PACIFIC COACH



UNION PACIFIC PASSENGER TRAIN



UNION PACIFIC



EARLY BICYCLES



LOCOMOBILE STEAMER - 1900



CADILLAC - 1904



MAXWELL - 1906





REO - 1908



SEARS - 1910



CHICAGO ELECTRIC - 1913



STANLEY STEAMER - 1912

Scene 10

TURN OF THE CENTURY—

Time out for fun! The horse is the hero of the hour; the carriage trade rides in unprecedented elegance. The cable car, the horse car, the suburban train bring people together for a circus parade. Even the bicycle club makes a brave appearance. Taking over the limelight the circus enters with Buffalo Bill in the lead, followed by the animal wagons, the gaily garbed pony troupe, the cavorting clowns and a loudly playing steam calliope. At the height of the festivities a new thrill is given when the horse-drawn fire department tears its way through the holiday celebrants and the "999", fastest locomotive of its time and a snorting behemoth of black steel and hot steam, shrieks down the tracks.

Scene 11

THE HORSELESS CARRIAGE—

1903-1915—The century has turned to the rhythm of rolling wheels. As metropolitan interests wander from the elegantly designed horse-carriages, there is much conjecture as to how far a horseless carriage can go without a horse. Chicago's elite come by Tally-Ho for their first ride in the automobile. Speed becomes the topic of the hour, and the names of Selden, Duryea, Apperson, Haynes, Buick and Ford are on everyone's tongue. Highways reach across the nation, paralleling the railways. The automobile is here to stay.

Scene 12

PIONEER ZEPHYR — MAY 26,

1934—Chicago is celebrating its Century of Progress. The Diesel locomotive has graduated from the yards to the terminals to be accepted into passenger service. America's first streamlined Diesel, the Burlington's Pioneer Zephyr, has just raced non-stop 1015 miles from Denver to Chicago in 13 hours, 4 minutes—a record that will stand high in railroad history. Another milestone has been passed in the forward march of transportation.

Epilogue

MODERN TRANSPORT — 1949

—Modern transport has reached across a hemisphere to weld America into a mighty nation. Racing motorcycles, jeeps, tractors, automobiles and motor-like fire engines dramatize its constantly accelerating pace. Giant steam locomotives and magnificent new Diesels majestically cross the stage. For more than a century railroads have forged our destiny. They have spanned a continent—united a nation. The romance of transportation, the adventure of speed and progress, is more than one phase in the history of America. It is the pulse-recording chart of the very life blood of our Nation.



CHICAGO RA

1. Main entrance
2. Administration building
3. Cypress Gardens Water Thrill Show
4. Special events arena
5. Ice Ballet
6. "Florida in Chicago" and replica of Bok Singing Tower—Chicago & Eastern Illinois Railroad
7. San Francisco cable car—Golden Gate theatre—Western Pacific Railroad
8. Old French quarter and New Orleans exhibit—Illinois Central Railroad
9. Rodeo show, dude ranch, "Old Faithful" geyser—Burlington, Great Northern and Northern Pacific Railroads
10. Moffat Tunnel and theatre—Denver and Rio Grande Railroad
11. Rocket Village, square dancing, Southwest exhibit—Rock Island Lines
12. Santa Fe Indian village, New Mexico and Arizona Indian tribes, tribal dances, medicine men, Indian crafts workers, trading post—Atchison, Topeka and Santa Fe System
13. Vitaruna Hall, joint exposition by nine eastern railroads, "Genial Joe", mammoth scaled model railroad system
14. "Wheels a-Rolling" theatre, 6,000 seats
15. Paul Bunyan exhibit and prize award, chalktalk quiz show—Chicago and Northwestern System
16. Pullman Company's display of latest in passenger travel comforts and luxuries



L R O A D F A I R



17. Spanish American Village, "Big Boy"—largest steam locomotive ever built, free rides for the kiddies on miniature streamliner—Union Pacific Railroad
18. Children's theatre and kiddie playground
19. Gold Gulch, old gold rush mining town
20. Budd Company's exhibit of nation's newest streamline cars
21. Main parking lot
22. Famous train display, including General Motors' "Train of Tomorrow," the Spanish government's new "Talgo" mystery train, and U. S. Army exhibit
23. "Deadwood," north terminal of Deadwood Central narrow gauge railroad
24. Gold Gulch narrow gauge station
25. Santa Fe movie theatre
26. Pullman-Standard and Travel Buildings
27. Main plaza
28. Gold Gulch, U. S. Post Office
29. Harbor View Terrace Restaurant
30. Cupboard Restaurant
31. Cable Car Inn
32. Railroad Inn
33. Leo's Grubstake Restaurant
34. Eastern Railroads Restaurant
35. Rock Island's "Fiesta" and 1890 "Palace" dining cars
36. Illinois Central's "Cafe St. Louis," all-electric dining car
37. Chesapeake and Ohio "Chessie Club" dining and tavern cars



LORAIN DRIVE NORTH

50 ACRES OF THRILLS DRAMA · ACTION



Tribal Dances in a Real Indian Village—Sand Paintings by Famed Medicine Men—Redskin Craftsmen and Artists

For a real taste of colorful life in the Southwest Indian country, there are few more convincing spots than the picturesque Indian village with its pueblos, hogans, and wickiups transplanted to the Santa Fe Railway to the Fair, from the wilds of Arizona and New Mexico. See the dancers of more than a dozen famous tribes in their colorful religious dances several times daily in an open-air theatre with seats for 600. Watch the Indian medicine man as he drives evil spirits away with his sacred sand painting. Right in front of you entire Indian families will ply their arts and crafts, producing their legendary wonders in silverware, weaving, baskets, and blankets. Visit the Trading Post. The Santa Fe also operates a huge music theatre north of the 23rd St. gate.

The Atchison, Topeka and Santa Fe Railway System

First American Public Presentation of the 3-Dimension Vitarama—"Genial Joe"—Model Railroad System

Vitarama, new 3-dimension picture discovery which has thrilled and excited private audiences, is brought to the public for the first time as feature attraction at the point exhibit of attractions: Railroads. Only machine of its kind in the United States today, the Vitarama uses simultaneously five different screens to depict the past played in the Railroads in the growth of America and as a means of travel, particularly in the East. Vitarama Hall holds 600 spectators. Immediately adjacent is "Genial Joe," giant robot railroad fireman and favorite of the kiddies. In another building there is the big model railroad system with accurately scaled model trains of the nine-gauge railroads teeming around a huge network of tracks. Adjoining Vitarama Hall is a new, large outdoor restaurant.

**Baltimore & Ohio—Boston & Maine—Eric
Maine Central—Monon—New York Central
Nickel Plate—Pennsylvania—Wabash**



Bronco-Busting Rodeo Stars—Old Faithful Geyser in Action—Dude Ranch—Indian Tapes—Totem Poles

Breathtaking thrills! You'll get them aplenty at the all-new rodeo show, presented by the Burlington Great Northern and Northern Pacific Railroads. Champions of the internationally known Chrysler Frontier Days and the Calgary Stampede annual rodeo competitions do their stuff several times daily. For the most daring in bronco-busting, bull-dogging, calf-roping, Roman horse racing, trick and fancy roping, join the throngs at the big corral next to the Dude Ranch lodge-shed. While there, don't miss the replica of Old Faithful geyser shooting its waters skyward.

**Burlington Lines . . . Great Northern Railway Company
Northern Pacific Railway Company**



Colorful Florida in All its Glory—Music from the Bok Singing Tower—Tropical Gardens

Lovers of beauty will thrill in the Florida estate of early Colonial days, presented by the Chicago & Eastern Illinois Railroad, completely new this year, are its 24-foot scale replica of the famous Bok singing tower, the reflection pool of the picturesque land sanctuary at Lake Wales, Florida, with the walkways lined as an avenue of palms. More than 2,000 varieties of semi-tropical flowers and fruits supply an exotic background for the lake front house, where visitors are invited to relax in true Florida style under brilliant blue beach umbrellas. Top cooling terraces provide for beautiful Southern hostesses. Enjoy pleasure popular with vacationists to Florida!

Chicago & Eastern Illinois Railroad



Paul Bunyan, Legendary Hero of the North Woods—A New Quiz Show—Prizes for Picture Guessers

Meet Paul Bunyan! A 35-foot robot of the mythical superhero of the North Woods, complete in his 400 tons, and 10' rockin' short as presented in the Chicago And Northwestern, whose lines cross the area where he once held reign. Paul talks, roars, shakes hands and gives a real kick, recounting his famous feats. "Babe, the Blue Ox," that measured 42 in height and a plumed valiant between the horns, is here too, with her fabled master. Approximately ten times daily, the Northwestern also presents a free 35 minute chalk talk by well known artists. Spectators guessing what the final drawings will be receive cash awards. Wrong answers enter a lottery pot for the next show. In addition the finished drawings go to the members of the audience.

The Chicago And North Western Railway System

Moffat Tunnel Brought East—Engineering Masterpiece that Bent the Rockies Depicts Transportation's Progress

An exact replica of the portal of the tremendous Moffat Tunnel, which pierces the Continental Divide 56 miles west of Denver has been erected at the Fair by the Denver & Rio Grande Railroad. For this model exhibit there were hauled to Chicago tons of the same rock that was blasted from the mountains for the original tunnel which took five years to build, cost more than five million dollars and now saves the railroad traveler 1-1 miles between Denver and Salt Lake City. The entrance of the fair tunnel, same size as the original, leads to a movie theater and exhibit gallery.

Denver & Rio Grande Railroad

New Orleans' French Quarter Reproduced in Chicago—Meals on Wheels' First all-Electric Diner

For the romance of the 19th Century South the Illinois Central Railroad's old New Orleans exhibit, with its typical French Quarter street and loggion courtyard, takes the visitor back to the gracious living of the early 1800's. Strolling musicians sing the melodies of the Old South in keeping with the hospitality offered in youthful hostesses in dainty Dixie costumes. Through covered alleyways and cool "bougaboues" the paths lead to a comfortable garden, with plenty of comfortable seating for the leg weary, where reservations may be made for meals served in the Cafe St. Louis, world's first all-electric dining car, last sold to railroad passenger luxury and rushed off the production line just in time for the Fair.

Illinois Central Railroad





Old Mexico in All Its Romance—Square Dancing in the Village Dance Hall—Dining a la 1880 or 1949

Fiesta! . . . Gay, thrilling, romantic . . . keynote the Rock Island Lines' presentation at the Rickett Village. Hear the plaintive melodies of old Mexico or join in the stirring tempo of the western square dance in surroundings reproducing the hues of the Spanish Mission and western ranch countries. Music and dancing by star bandleaders. For the lover of happy living, meals in the colorful Fiesta dining car or more old fashioned repasts in a replica of the railroad's 1889 "Palace" dining car with its hanging lamps, mahogany paneling and old-Victorian noisies. In other buildings . . . dioramas, movies. Free entertainment afternoons and evenings.

Rock Island Lines

Carefree Days in the Outdoors West—The Famed Golden Spike—Free-Rides for Youngsters—Miniature Streamliner

The Western Wonderland Exhibit of the Union Pacific has been entirely revamped for the 1939 Fair. Spanish-American type buildings, topped by a 55-foot tower, include among their many exhibits rapidly changing pictorializations of the fun, sunshine, relaxation and carefree life of the Outdoors West. For railroad and camera fans there is "Big Boy", largest steam locomotive ever built. And for the little folks there are free rides on a miniature streamliner on more trackage than last year. Occupying the position of honor is the actual Golden Spike, driven into the rails at Promontory Point 50 years ago, marking the meeting of the Union Pacific and Central Pacific and completion of the nation's first transcontinental railroad.

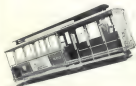
Union Pacific Railroad



A San Francisco Cable Car Climbing the Shore of Lake Michigan—California's Golden Beginning Reenacted

Get the same kick you would enjoy on one of the fabled, cable cars of San Francisco. Fair visitors are invited by the Western Pacific Railroad to free rides on a car that was first put into service in the Golden Gate City in 1880. Manued by a gripman and conductors, brought from the Coast because of their colorful speech and gossiping ability, it runs up the hilly shore of the Fair's Lake Front and terminates at a turn-table, just as it does back home on its San Francisco trips ending at Market Street. At the Golden Gate Theatre terminal building see the movie, "California's Golden Beginning."

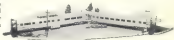
Western Pacific Railroad



Changed Every Week—The Latest Railroad Car off America's Production Lines

Railroad Fair visitors are being shown the last word in railroad passenger car progress. Every seven days, at the Budd Company's exhibit, "The Car of the Week," a brand new arrival from the production line, goes on display. To demonstrate all involved in the scientific development of these machines on wheels, the Budd Company is also showing an uncomplete car, so that actual design and construction may be examined in detail. Pioneering achievements in the railway equipment field are also portrayed in a series of three-dimensionally treated models, photos and dioramas. Topping the entrance to the general exhibit is a miniature train running on an aerial track.

The Budd Company



Relax in the Latest of Pullman Luxury—Find Out How It's Done from the "World's Greatest Housekeeper"

See the latest wonders in railroad travel luxury in the enlarged exhibit of The Pullman Company. Take a few moments out in your Fair visit to enjoy true Pullman comfort in the streamlined surroundings, so skillfully produced by post-war science to make veritable mansions of the railroad sleeping, lounge, club and observation cars. Pullman conductors and porters long known to the world's most famous travelers will demonstrate all the latest improvements. For the housewife there is a particular treat in learning the "tricks" in housekeeping perfected by the one company that handles more transient guests daily than any other host organization in history.

The Pullman Company

Most Spectacular Display of Famous Trains Ever Assembled—America's Newest Streamliners The "Train of Tomorrow"—Spanish "Mystery Train"

On a great network of tracks at the south end of the Fair you will behold the pride of the modern railroad world. Open for full inspection are the latest passenger and freight creations of the leading Eastern and Western lines. Go through such marvels as the General Motors "Train of Tomorrow," and the revolutionary "Talgo," low gravity, high speed, "mystery" train just built in this country for the Spanish railroad system and that weighs a little more than one-fourth as much

as ordinary equipment. Learn all about the dynamometer car constructed by the University of Illinois and the Illinois Central to test the pulling power of locomotives; and the stripped-down, diesel training car of the Electro Motive Division of General Motors to train locomotive engineers for new streamliners. See the new Polar Region transportation equipment developed by the U. S. Army for the recent joint "Operation Churchill" maneuvers with the Canadian forces in the Arctic.



General Information

First Aid . . . The Chicago Chapter, American Red Cross, operates a fully staffed, emergency medical center on the Fair grounds. Location—in the U. S. Army Hospital Can, south of the "Wheels a-Rolling" grandstand.

Public Telephones . . . Location—in the glass outside the Main Entrance (23rd St.); both ends of "Wheels a-Rolling" grandstand; and at entrance to main auto parking lot (25th St.).

Public Comfort Stations . . . Location—Lower floor, Fair Administration Building, immediately behind the 23rd St. entrance; under "Wheels a-Rolling" grandstand; and in Gold Gulch Post Office building. Other facilities in Illinois Central, Burlington-Coast Northern-Northern Pacific, Eastern Railroads and Pullman exhibit buildings.

Lost and Found . . . Inquire at Administration Building, Main Gate (23rd St.).

Lost Children . . . Consult Chicago Park District Police headquarters, at Administration Building, Main Gate (23rd St.).

Free Fireworks Display . . . Unless weather or special circumstances prevent, free fireworks displays are staged nightly at 10:30 p.m., following last daily performance of "Wheels a-Rolling." Location—north end of Fair Grounds.

Special Events . . . Unless announced otherwise, all special one-day events or celebrations will occur at Special Events Arena, on Lake Front, north end of Fair Grounds. All such features, free of charge.

"Wheels a-Rolling" Rain Checks . . . In case of cancellation of any performance of "Wheels a-Rolling" before thirty minutes have elapsed, rain checks will be issued.

Dining Facilities . . . The Railroad Fair's dining facilities include the following:

"FIESTA" DINING CAR
Luncheons and dinners
At Rock Island exhibit

"PALACE" 1880 DINING CAR
Sandwiches and soft drinks only
At Rock Island exhibit

EASTERN RAILROADS DINING COURT
Next to Pilsener Hall
(Seats 300)

"CAPE ST. LOUIS" (all electric dining car)
Luncheons and dinners
At Illinois Central exhibit

CHESAPEAKE AND OHIO "CHESSEE CLUB" DINING CAR
Luncheons and dinners
In Train Display Area

In addition there are hand stands located conveniently on all main roads through the Fair grounds.

HARBOR VIEW RESTAURANT AND TERRACE
Just north of 23rd St. gate
(Seats 700)

LEO'S CRUSTACEA RESTAURANT
In Gold Gulch Exhibit Area
(Seats 300)

RAILHEAD INN
Between Gold Gulch and Pullman exhibits
(Seats 400)

CABLE CAR INN
Just south of 23rd St. gate
(Seats 450)

THE SHRIMP HOUSE
At north end of grounds

THE CUPBOARD RESTAURANT
North of 23rd St. gate

Headliners in American Transportation History

Because of their historical significance in the transportation progress of the nation and the acute public curiosity in knowing whether they are "originals" or "replicas," most of the railroad exhibits, automobiles and vehicles used in "Wheels a-Rolling" are listed below with the dates of their actual introduction to America's economy.

RAILROAD EQUIPMENT

Name of Exhibit	First Used in U. S.	Original or replica	Name of Exhibit	First Used in U. S.	Original or replica
Tom Thumb locomotive and directors' car	1829	Replica	Pullman Coach No. 9	1859	Replica
Pioneer horse car	1829	Replica	Jupiter and combination coach	1874	Original
Best Friend of Charleston and two coaches	1829	Replica	No. 119	1892	Original
John Bull and coach	1831	Replica	Little Butter Cup and two coaches	1880	Originals
De Witt Clinton and three coaches	1831	Originals	Minnesota and two logging trucks	1890	Original
Atlantic	1832	Original	William Crooks and two coaches	1861	Originals
and two baby coaches	1830	Replica	No. 637, "Zulu" (immigrants' car) and combination coach	1892	Originals
John Hancock	1834	Original	No. 201 and coach	1880	Originals
and Nova Scotia Bridal Coach	1838	Original	The "999"	1885	Original
LaFayette and two barrel cars	1837	Replica	and Royal Limited coach	1890	Original
Pioneer and coach	1838	Originals	No. 222	1907	Original
Candleford Valley Pioneer and baby car	1851	Originals	and coach	1912	Original
Reuben Wells and coach	1868	Originals	No. 10250 Electric	1919	Original
William Mason	1868	Original	Pioneer Zephyr and three units	1934	Originals
and luggage car No. 30	1863	Original	State Street cable car	1882	Replica
			Chicago horse car	1859	Replica

HORSE-DRAWN AND MAN-DRAWN EQUIPMENT

(All original)

1800-1820 PERIOD	1890-1910 PERIOD
Road coach	Open station wagon
Blue batouche	Irish jaunting cart
	Vis-a-vis
Wells Fargo coach	Park Victoria
Stanhope tandem	Hansom cab
Hand-drawn fire engine	Rasket phaeton
Victoria	Fire chief buggy
	Horse-drawn hose cart
1870-1880 PERIOD	3 Horse fire engine
Bumabout	Milk wagon
Cultivator	Mail car
Red River cart	Popcorn wagon

BICYCLES

(All original)

Bone Breaker (1837's)	3-Wheeler (1890's)
Highwheeler (1880's)	Tandem (1900's)

OLDER MODEL AUTOMOBILES

(All original)

1899... Chicago Vehicle Co. trolley	1906... Koe	1911... Mammie rover
1900... Baker electric	1907... Schuchert rear crank	1911... Ford Model "T"
1900... Locomobile steamer	1907... International farm wagon	1913... Engine
1905... Holman rope drive	1908... Brush covered wagon	1913... Metz
1904... Cadillac rear drive	1909... Glendon	1913... Chicago electric
1904... Maxwell runabout	1909... Sears Horseless Carriage	1915... Locomobile sport model
1904... Oldsmobile Leylander	1909... E.M.F.	1914... Gas tractor fire engine
1906... Ford Model "N"	1909... Brush	1929... Paterson
1906... Maxwell roadster	1909... Sears farm & pleasure rig	1925... Willys Knight
	1910... Sears survey	



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